GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3430
ANSWERED ON:22.03.2017
Unviable Projects
Chavan Shri Harishchandra Deoram

Will the Minister of RAILWAYS be pleased to state:

(a) whether several projects were approved on the social and economic basis despite their unviability;

(b) if so, the project-wise details thereof and the years when these projects were approved;

(c) the number of projects under which work has not been initiated so far and the reasons therefor along with the names of such projects;

(d) the number and names of projects that remain incomplete till date and the reasons behind the same; and

(e) the steps taken by the Government to resolve the problems?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (e): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3430 BY SHRI HARISHCHANDRA CHAVAN TO BE ANSWERED IN LOK SABHA ON 22.03.2017 REGARDING UNVIABLE PROJECTS

(a) to (d): Projects are sanctioned / included in Budget on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. Presently there are 130 projects taken up on socio-economic considerations, details of which are appended.

New Line projects are highly capital intensive and have long gestation period. Apart from that, every railway project requires a number of clearances from various Ministries and Departments of State/Central Governments, i.e. forestry clearance, shifting of utilities, clearances from local bodies for projects passing through urban areas, etc. apart from land acquisition. Funds to the new line projects are allocated project-wise and zone-wise on yearly basis. Project-wise budget allotment is made as per availability of resources and progress of project.

(e): To improve progress of projects, following steps have been taken:-

(i) Making higher fund allotment for new line projects that increased from `7,982 Crore in 2014-15 to `12,927.46 Crore in 2015-16 and further to `13,204 Crore in 2016-17.
(ii) Delegation of powers to the field officers for tenders and estimates: The Zonal Railways have now been delegated full powers with respect to works contracts and powers for sanctioning of estimates have been enhanced. This has also resulted in cutting down time for estimate sanctions and tender finalization.
(iii) Initiative for formation of Joint Venture Company with State governments which makes the States a partner in growth of Railway infrastructure in the States.
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